

INSTRUCTIONS FOR V2-XL125RC & V2-XL150RC 7/23

PLEASE READ INSTRUCTIONS BEFORE ROLLER SKIING

SAFETY: Like many sports, roller skiing can be dangerous. If you are new to the sport, we recommend that you seek instruction from a qualified person.

Wear protective gear; helmet, gloves, knee and elbow pads etc. Ski in areas without traffic.

Read the Jenex E-book, "Steady and Confident" by Doug Garfield,
watch the video; "Becoming a Better Skier" by Zach Caldwell.

MAINTENANCE OF ROLLER SKIS: Before every ski you should check to ensure that your equipment is in good condition. Inspect the shafts for damage. Indentations or deep scrape marks in the bottom of the shaft or wheel forks seriously increases the risk of the shaft or wheel fork breaking. If you are skiing with proper technique the shafts and forks will not be damaged. Ensure proper tire inflation. If you have brakes or speed reducers make sure they are functioning properly. Tighten loose parts, grease any metal on metal functions (such as speed reducer roller arms).

MOUNTING OF BINDINGS: For precise mounting use the V2 drill jig specially made for V2 roller skis. (We have found that the main reason some roller skis do not track properly is due to the fact that the binding screw holes were not precisely drilled.) The holes should be drilled with a 5/ 32" (4mm) drill. Follow the binding manufacturer's instructions except for the drilled hole size. **We recommend putting epoxy on the binding screws.** Experienced skiers usually have their own ideas on where to mount bindings.

If you plan on installing a brake there must be a minimum clearance of 1.125" (32mm) between the back of the boot and the end of the shaft. We recommend the bindings be mounted so the heel of the boot is about 1.5 to 2 inches from the end of the ski shaft.



Shoe size US	5-7	7.5-9.5	10-12	*12.5-13.5
Shoe size FR	37-40	41-43	44-46	47+
Dim. A	12 1/4" 310mm	13" 330mm	13.5" 342mm	14" 355mm

(Dim A is from edge of back fork to front screw binding)

*** LARGER BOOTS WITH A LONGER BACK/HEEL EXTENSION MAY REQUIRE MORE DISTANCE AWAY FROM THE BRAKE. CHECK WITH BOOT ON SHAFT/BINDING BEFORE DRILLING BINDING HOLES**

REPLACING WHEELS: To replace the wheels you need a 10mm open end or a socket wrench and a 5 mm Allen Hex Key wrench. To replace a wheel, remove the bolt, nut and washers. Insert the new wheel in the forks, making sure that the valve stem is pointing backward. Install the bolt, washers and nut. Tighten the rear wheels to about 50 in. lbs.

CLUTCH WHEEL: The clutch is dependent on very high tensile forces in the bolt and we use a special high tensile 12-9 nut. The clutch itself will not slip, but the clutch assembly will rotate on the spacers if the bolt - nut are not very tight. Before installing the clutch wheel clean the fork with a household cleaner such as Fantastic and wipe dry. Any dirt between the wheel spacer and the fork can cause the wheel to slip. Apply a small amount of grease to the face of the nut and torque the bolt and nut to between 120 to 140 in. lbs. Without grease on the face of the nut you will get an erroneous torque reading. 120 in. lbs. on the wrench without lubricant can be less than 50 in. lbs. with a lubricated nut. This would result in insufficient force between the spacers and the clutch wheel will slip. **CAUTION!!!!!!!!!!** Make sure the valve stem is positioned so it cannot accidentally be caught in the wheel fork. Make sure the valve stem on the clutch wheel is pointing backwards. *If the valve stem is not pointing backwards it could get caught in the fork, causing the wheel to stop suddenly.* We recommend that the clutch wheel be inflated to between 95 and 105 PSI.

An instructional PDF for replacing tubes and tires on XL150 models is available. We also recommend using the V2 Tire Station. See our website for helpful video (XL150 WHEELS ONLY)

INFLATING TIRES: Use a bicycle shock pump and inflate the tires to about 95-105 PSI for the W150 and 90 -100 psi W125. This is higher than the recommended final pressure. When removing the pump you will lose some air, so expect to lose about 3lb. **Tire pressure should be checked before every roller ski session.**

(TURN OVER FOR TRACKING AND WARRANTY INFO)



TRACKING: (see FIG. 2) All skis are placed in a jig so that the wheels are perfectly aligned with the shaft. This does not guarantee that the ski will track straight for the user. Very few people are perfectly aligned anatomically, and boots and bindings may also be slightly misaligned. The tracking device is the small aluminum piece, rectangular in shape but rounded at one end, attached to the front fork between the lock nut that holds the wheel axle bolt and the fork. Scribe a pencil line on the fork along the edge of the tracking device. If your ski is tracking to the right, loosen the lock nut and move the tracking device slightly forward and retighten. If the ski tracks left, move the device slightly toward the rear. Adjust incrementally until the skis track properly for your physiology.

WARRANTY: Jenex Inc. warrants to the original purchase of V2 roller skis, that Jenex will repair free of charge any item that under *normal service* proves defective in material or workmanship, as determined by Jenex inspection, for a period of 24 months from the date of purchase. The claimed defective product must be returned to Jenex with transportation charges prepaid.

Warranty applies only if the skier weight is less than 195lb (89 kg) on the XL150RC, or 165lb (72 kg) on the XL125RC.

Warranty does not include wear items like wheels, speed reducers and brake pads. Warranty does not cover tires and tubes. The chassis (shafts and fork assemblies) are not warranted if there is substantial stress damage such as deep scrape and gouge marks on the bottom of the shafts and fork assembly.